



TRANSIT-ORIENTED PLANNING IN CURRENT ITERATION OF THE COMPREHENSIVE PLAN

The Task Force recommends building upon and expanding transit-oriented planning concepts found in the Comprehensive Plan that have already won recognition for TOD from the D.C. Zoning Commission. [See end note.]

Chapter 11 COMPREHENSIVE PLAN: LAND-USE ELEMENT

1100 STATEMENT OF MAJOR POLICIES

1100.2 District neighborhoods are the cornerstones of the District's social and physical environments:

The Land Use Element supports incentives for residential and commercial development east of the Anacostia River. In addition, it encourages a substantial amount of new housing, primarily in housing opportunity areas and near Metrorail stations, in order for the District to perform its critical role as the region's urban center providing the greatest density of jobs and housing. In fulfilling this role, the District relieves many of the transportation and related environmental problems of the region.

1100.8 Development in Metrorail station areas will be undertaken to assure orderly growth, compatible mixes of uses, appropriate densities, good pedestrian and vehicular circulation, and appropriate combinations of public and private action.

The Comprehensive Plan identifies "Metrorail Development Areas" as a subcategory of Special Development Opportunities Areas, including both Metrorail and Metrobus access:

1118 SPECIAL PLANNING AREA CLASSIFICATIONS

1118.1 Specialized planning areas are classified into the following areas:

- Special treatment areas;
- Development opportunity areas;
- Housing opportunity areas; and Master plan areas.

1118.3 Development opportunity areas are areas that offer opportunities to accommodate new growth and development. Development areas may be designated for housing, commercial development, employment centers, or for a mixture of uses and may be further subclassified to identify those that are Metrorail station development opportunities areas.

1118.4 Development opportunity areas are usually the following:

- Areas at or near selected Metrorail stations or major Metrobus interchange points;

1134 OBJECTIVES FOR METRORAIL STATION AREA DEVELOPMENT

1134.1 The objectives for metrorail station area development are to concentrate planning and development attention on metrorail station areas which offer opportunities for redevelopment and new growth, particularly in those station areas that have large amounts of vacant or poorly utilized land, and to maximize development where possible, thus promoting increased ridership for the transit system, assisting the District to perform its critical role as the urban center of the region, providing a substantially increased amount of housing and jobs, and generally enhancing the District's economic development efforts.

1135 METRORAIL CLASSIFICATIONS

1135.1 The adopted regional system (ARS) is the metropolitan heavy rail transit system approved by the Washington Metropolitan Area Transit Authority Board of Directors.

1136 POLICIES IN SUPPORT OF THE METRORAIL STATION AREA DEVELOPMENT OBJECTIVES

1136.1 The policies in support of the Metrorail station area development objective are as follows:

- Plan for mixed use development of designated Metrorail station areas outside the Central Employment Area at appropriate levels of intensity and use to make full use of the public transportation opportunities that the stations provide and to increase Metrorail ridership;
- Develop detailed station area plans and joint development programs in coordination with WMATA for identified Metrorail station development areas; and identify additional areas after further study and planning; and
- Define objectives, policies, and implementation strategies for Metrorail development areas, which may include regulatory modifications, land use and zon-

ing changes, and program assistance needs, and should include capital improvements and impact analyses.

As last restated in 1999, the Comprehensive Plan specifies three Metrorail Station Special Treatment Areas, with unique objectives for each of them, as follows:

1122 FORT TOTTEN METRORAIL STATION SPECIAL TREATMENT AREA

1122.2 The policies established for the Fort Totten metrorail station special treatment area are as follows:

- Maximize metrorail access and leveraging;
- Consider the WMATA site for a joint development project;
- Develop surplus WMATA and unused industrial land for medium density residential and commercial mixed uses;
- Protect and preserve existing low scale residences in the vicinity;
- Increase the residential component to strengthen local commercial establishments on Riggs Road, N.E.;
- Identify suitable industrial relocation sites for industrial uses, such as the New York Avenue, N.E. corridor. For large industrial uses that cannot be relocated, identify zoning and other appropriate measures to ensure their continued ability to function, modernize, and expand, and to be contributors to the District economy, with sufficient buffers to protect and preserve adjacent residential communities, provided that no expansion of the Fort Totten Transfer Station shall occur until after the Mayor conducts a public hearing on the issue; and
- Create a "mini-in-town" community.

1123 DEANWOOD METRORAIL STATION SPECIAL TREATMENT AREA

1123.2 The policies established for the Deanwood metrorail station special treatment area are as follows:

- Provide for new, moderate density housing in the metrorail station impact area;
- Preserve residences in the vicinity;
- Upgrade and expand the commercial uses along Kenilworth Avenue, N.E.;
- Buffer residences from adjoining industrial uses; and
- Conduct market studies of the area to determine development opportunities.

1129 TENLEYTOWN METRORAIL STATION SPECIAL TREATMENT AREA

1129.2 The policies established for the Tenleytown metrorail station special treatment area are as follows:

- Stimulate a well-planned economic activity center that utilizes the public transit infrastructure and maximizes metrorail access;
- Enable merchants to upgrade existing businesses, attract new customers and new business establishments, and give residents needed services;
- Provide for the development of substantial new housing;
- Protect and preserve existing low density residences in the vicinity, and the surrounding institutions and local public facilities, from the adverse effects, including traffic, of development; and
- Maintain heights and densities at appropriate levels, with architectural design that is sensitive to the area's topography relative to the District.

Zoning Commission Order No. 921, 48 DCR at 10524, para. 9 (Nov. 16, 2001): "This project is an example of development that is transit-oriented, increases housing density while maintaining open space to preserve natural features, is environmentally sensitive, and meets with the approval of the nearby residential community."

The current iteration was adopted as "Comprehensive Plan Amendment Act of 1999," D.C. Act 12-609, 46 DCR 1441 (Feb. 19, 1999), replacing Section 3 of D.C. Law 5-76 and codified at 10 DCMR 1-19.

The term "transit-oriented development" is not now defined in the Comprehensive Plan.

For statutory procedures for revising the Comprehensive Plan, involving the Mayor, the D.C. Council and the National Capital Planning Commission, see D.C. Code §§ 2-1002, 1-301.62 and 1-301.63 (2001 ed.).

Under the four-year Comprehensive Plan Amendment Cycle established by Section 121 of the Comprehensive Plan, the Office of Planning is due to submit the next round of amendments and recommendations to the Mayor no later than March 1, 2002. However, alternatively, the Mayor may select a different time as he determines to be necessary to submit proposed amendments to the D.C. Council]



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